

AETC News Clips



News Clips are compiled for the AETC Commander and staff by AETC/PA. Copyright restrictions apply

10 Oct 01

Express-News: Metro and State **Feeding an army**

By Sig Christenson

Express-News Military Writer

Web Posted : 10/09/2001 12:00 AM

An army, it's been said, travels on its stomach.

If a jump in the production of Meals Ready-To-Eat in the past few weeks is any indication, America's armed forces have a long way to go.

Executives with San Antonio and Ohio firms that help make MREs said Tuesday they've revved up their factory lines to meet expected increased demand for the pouched meals.

At Sterling Foods Inc. near San Antonio International Airport, production of bakery and snack foods for MREs has stepped up to an around-the-clock basis, six days a week. The company also has added nearly 100 jobs since the Sept. 11 attacks. Before that date, a single, 12-hour shift ran four days with a work force of 250 people, President and CEO John Likovich said.

No new contracts have been ordered from three firms that package MREs under a contract totaling \$234.8 million a year, said Frank Johnson, a spokesman with Defense Supply Center Philadelphia.

The firms, The Wornick Co. in Cincinnati, AmeriQual Packaging in Evansville, Ind., and Sopako in Mullins, S.C., either declined comment or didn't return phone calls, nor did Sopako-Texas in San Antonio and a Wornick factory in McAllen.



Yolanda Augg packs boxes Monday with individual pound cakes that will be part of Army Meals Ready-To-Eat. Sterling Foods Inc. of San Antonio, a producer of bakery and snack foods, has speeded production of various items destined for the Army.

Photos by Bahram Mark Sobhani/Express-News



Javier Velasquez pushes carts of pound cakes Monday at Sterling Foods Inc. The pound cakes will be packaged in MREs.

Express News

PAGE 13

DATE 10 Oct 01

Still, Sterling Foods' Likovich and Tim Zimmerman, president of HeaterMeals Co. in Cincinnati, said they were asked to speed up production. Zimmerman said the government gave no reason in requesting the acceleration, but it has the right to under its contract.

Johnson said, "we may be asking them now to make the maximum" number of MREs in a year, or 3.1 million.

MREs are high-energy meals that come with a heating element to warm up the food.

A single MRE contains around 3,900 calories and is designed to keep soldiers on the battlefield at full speed. A variation of the MRE is the Humanitarian Daily Ration, which has 2,200 calories in a two-meal package and is geared to benefit malnourished or hungry people.

Thousands of Humanitarian Daily Rations, or HDRs, have been dropped by Air Force C-17 cargo planes over Afghanistan since U.S. attacks began Sunday.

Former Pentagon spokesman Ken Bacon said that MREs are perfect for small groups of soldiers on short missions. HDRs, which were used to help nourish refugees in Albania in 1999, are too expensive and sometimes too rich or too sweet for foreign palates, he said.

"These are short-term solutions," said Bacon, president and CEO of Refugees International in Washington. "They're not long-term solutions."

MREs come in brown plastic bags that are easily carried. They contain such food as pasta with vegetables, fruit, drink, crackers, pretzels, peanut butter, a candy bar and Tabasco sauce.

Sterling Foods supplies "comfort food," ranging from brownies and Southern-style biscuits to chocolate chip cookies and crumb cakes, Likovich said.

HeaterMeals Inc. makes self-heating meals sold to hunters, fishermen, truckers and backpackers, as well as the National Guard, Coast Guard and Army Reserve. The meals cost \$3.99 each, plus shipping, are sold in truck stops and have a shelf life of up to 24 months — about half that of the typical MRE.

ZestoTherm makes what is perhaps the most critical part of the MRE, the porous, flexible magnesium, iron and salt wafer that heats the food. Temperatures inside a heating pouch provided with the MRE rise by 100 degrees when water comes in contact with the wafer.

"What the Army's always liked about the product is that it allows soldiers to be able to eat a hot meal anytime, any place," Zimmerman said. "These guys are war fighters. They need calories, they need energy and you're going to eat a whole lot more of something if it's hot."

NEWS

Related Links

Contact the Express-News

Send press releases or story ideas to the City Desk or fax them to 210-250-3105.

Contact KENS 5

Send press releases or story ideas to the KENS 5 or fax them to 210-366-2716.

Comments

Send comments about this section using our [feedback form](#).

A reminder that America is not alone

By LOUIS J. AGNESE JR.

COMMENT

The Sept. 11 attacks and the military campaign that began Sunday are grim reminders that since globalization became a priority at Incarnate Word several years ago, we have, in essence, become a microcosm of the world.

I was in Taiwan on a university trip when the attacks took place. By coincidence, I was having dinner on Sept. 10 with the head of Taiwan's aviation security. We discussed several topics that evening, including the differences in airport security between our two nations.

It was the middle of the night in Taiwan when the attacks occurred. Like many people back here, I turned to television for information. I stayed up the rest of the night watching in horror and disbelief.

Unfortunately, I had a number of meetings to attend in the morning even though my heart was not into work. What happened during the day provided my sagging spirits with a badly

needed lift.

I saw a tremendous outpouring of grief and support by the people of Taiwan for the United States. Even after countless trips overseas, I was astonished by the intensity of feeling for us, reaching a level I never would have anticipated. I knew then that we weren't alone. We had friends in the international community who shared our sorrow for all that was lost on that horrific Tuesday.

It has now become clear why — the world is truly becoming a global village. In the days that followed, my office received faxes from several of our sister universities throughout the world expressing condolences, as if Incarnate Word itself had been directly affected. Sadly, we have since found out that we have. Among the victims were Zandra Flores Ploger, a 1971 graduate of Incarnate Word High School, and her husband Bob, who were travel-

ing to Hawaii on their honeymoon. Both perished in the Pentagon attack.

Globalization has dramatically altered Incarnate Word. International students from more than two dozen countries currently make up 9 percent of our enrollment, representing many different faiths and cultures. Additionally, we have agreements for reciprocal education with universities in nearly 70 countries throughout Asia, Africa, Latin America, and the Middle East.

For American students, most of who are from South Texas, globalization represents an opportunity to interact with people from different cultures. The same is true for international students. Perhaps the most important aspect of globalization, is that it brings together young people who can develop positive dialogue while bridging the cultural gaps that might otherwise separate them.

Globalization, however, carries extra responsibilities. We must always be cognizant to

avoid cultural misunderstandings that would make any of our students uncomfortable, especially at times like these. As a result we have hosted a number of events in the aftermath of the attacks aimed at addressing cultural and religious diversity on our campus.

Our next event is a special Mass in honor of the victims, including the Plogers, at noon on Thursday, Oct. 11. Local firefighters will join students of all faiths as well as university presidents from Turkey and Taiwan who have flown thousands of miles in a gesture of friendship at a difficult time.

I encourage the public to attend this Mass, which we are conducting one month after the attacks as a way to remember the fallen and acknowledge that they are still in our minds and will never be forgotten. For more information, please call 829-6001.

Louis J. Agnese Jr., Ph.D., is president of the University of the Incarnate Word.



Express News

PAGE 7B

DATE 10 Oct 01

4

UNSCHEDULED LANDING



JERRY LARA/STAFF

A United States Air Force trainer plane taxis to the Hallmark Institute of Aeronautics at the San Antonio International Airport on Tuesday after the pilot was forced to make an emergency landing. According to airport authorities, the pilot was forced to land because a fuel line from the wing tank to the engine was blocked. The two-seater plane landed safely, said airport spokeswoman Lisa Burkhardt-Worley.



Express News

PAGE 4B

DATE 10 Oct 01

Military bases boost security in Oklahoma

From Staff Reports

At least two Oklahoma military installations have increased security since the United States launched air strikes Sunday in Afghanistan.

At Tinker Air Force Base, plastic, water-filled barriers were placed at entrances after Sunday's attack. Vehicles must weave around the barriers before reaching the entrance.

This limits the chance that a vehicle could be used to crash the gate, said Lt. Col. Dave Thurston, director of public affairs at Tinker.

"These are as effective as concrete and we will continue to have them in place for the foreseeable future," he said.

Tinker officials said base employees should expect delays in getting to work and allow for extra time. Employees are being encouraged to carpool to reduce traffic and parking problems.

"We are back to the way it was a couple of weeks ago," Thurston said, referring to the Sept. 11 terrorist attacks.

Positive identification is required before anyone can enter the base. No one will be allowed in without photo identification.

Altus Air Force Base spokeswoman Gwen Brewer said the base security level was raised a notch — from Bravo to Charlie — Sunday afternoon. The most serious alert is Delta.

"We do some different security things under different alerts that I really can't discuss," Brewer said. "We have had some deployments of individuals to supplement in other areas, but our primary mission is training air crews."

Security has not changed at the McAlester Army Ammunition Plant, a spokesman said.

Vance Air Force Base and Fort Sill officials could not be reached for comment.

Enid, area residents voice support for U.S.-led attacks

By Robert Barron
Staff Writer

Enid residents generally supported the United States and British attacks on Afghanistan Sunday, saying it needed to be done.

"It's high time we did it," said Jerry Whitney, an Enid auctioneer and city commissioner. "I think the president's approach is a good one. It's the only thing we can do."

America has always been a peaceful nation and still wants to be, he said, but the attacks against terrorists were necessary.

"When the time comes, you have to take action, like has been done. We're in for the long haul because the U.K. is supporting us," Whitney said.

Enid Mayor Doug Frantz, a former Marine, supported the strike.

"I think it's appropriate we take some action. We aren't privy to all the information our leaders are, and we have to support them. I'm sure they're doing what they think is right, and we need to respond to terrorism. If they have enough information to know what targets to hit, I'm all for it," he said.

Frantz hopes the war does not become a long, protracted action.

"It's hard to see when it's all over. If we can do enough damage, I hope we can put a great enough scare into them they won't do it anymore. But I doubt it. I think there will be more terrorism," he said.

News reports the attack replaced the usual Sunday fare of football on many Enid television sets.

At Applebees restaurant in Enid, hostess Tiffany Buckhannon said customers were quieter than usual and interested in the TV news reports.

Reactions from those customers also was sup-

portive of the U.S. military action.

"A lot of people think its been a long time coming and should have happened a long time ago," she said.

Fred Craig, an Enid area farmer, has a son in the military who will possibly be sent to fight in the area. He still supports the nation's action.

"It's about time," he said. "We just have to be careful we don't create a lot more disturbance."

Craig said his main concern was not war but the chemical warfare that might occur.

"Something has to be done with those terrorists. We need to find Osama bin Laden and his lieutenants — whoever is behind all this," Craig said.

He feared the military action would be a lengthy process.

"This is a different type of war than we've been in before. There is no precise enemy. People

may as well be patient," Craig said. "It will be a long spell, and there will be more casualties, more retaliation in the U.S."

Former Mayor Mike Cooper, a member of the Vance Development Authority, said the action is "unfortunate, but necessary."

"They need to understand those actions are unacceptable," he said. "This is a civilized world, and we can't let people act like that."

Retired businessman Irv Honigsberg, also a city commissioner, believes the action is the right one.

"As far as I'm concerned, President Bush and the British are doing just what they need to be doing," he said. "The president said we would see it through to the end and I hope he does. The world is tired of half measures. I know we will pay a price of some retaliation, but I don't think they have the resources to do what they say they will."

15

Taking night classes

Sheppard trains pilots to fly during dark

Sorties under the stars.

Nighttime training missions provide vital experience for the student pilots at Sheppard Air Force Base who might someday climb into the cockpit of a fighter jet on a night bombing run over enemy airspace.

Sheppard's place on the blade is the catalyst that sends pilots to the next step toward the razor-sharp tip to prove their fighter finesse. From Sheppard they head to follow-on training. During training, 20 percent of the training flights are nighttime employments.

Student pilots are eager to finish their basic pilot training and follow-on training and possibly be deployed to the front lines of Operation Enduring Freedom, the U.S. military's war on terrorism.

See complete story, Page 4A

16

Sheppard AFB, Wichita Falls, Texas
Times Record News, 7 Oct 2001, Page 1A
Email: www.trnonline.com

Pilots flying in the dark of night

Sorties prepare students for missions in sunless sky

Lynda Stringer
Times Record News

The sound of jets zipping by under a cloak of darkness since the Sept. 11 terrorist attacks might make some flinch. But the engine noise and flickering lights over North Texas are evidence that America's Air Force is ready for combat.

Day and night sorties increased at Sheppard Air Force Base shortly after the attacks, but it wasn't due to an increase in training. The trainer jets had to make up the training time they lost during the air traffic halt after the attacks to keep up with their syllabus schedule.

Nighttime training missions provide vital experience for the student pilots who will someday climb into the cockpit of a fighter jet on a night bombing run over enemy airspace.

Capt. Jon "Hardlite" Shaffer is a flight commander for the 88th Flying Training Squadron who earned his wings at Sheppard in 1995 and went on to fly the F-15E Strike Eagle. Shaffer knows first-hand what a night combat mission is like.

His combat experience spans 227 days in 1998 and 1999 when he flew an F-15E enforcing the southern no-fly zone over Iraq during Operation Southern Watch.

"The tracers (from anti-aircraft artillery) are so thick it seems like you could walk on them," Shaffer said. "The enemy really had no idea where you were. It was just shooting in the dark."

The adrenaline rush of flying a combat mission helps calm fears and keeps pilots focused on the task at hand.

"I had a heightened sense of awareness, but I did not feel scared," Shaffer said of his own missions. "I felt like I had a mission to do, and I concentrated on completing that mission."

Student pilots are eager to finish their basic pilot training and follow-on training and possibly be deployed to the front lines of Operation Enduring Freedom, the U.S. military's war on terrorism.

But, the instructor pilots are just as eager to get back to their fighter operations squadrons and do what they were trained to do.

High up in the Euro-NATO Joint Jet Pilot Training program's chain of command is Lt. Col. Jim Evanko, the 80th Flying Training Wing's deputy operations group commander.

"All of us were certainly affected by what happened (Sept. 11), but we also develop an ability to compartmentalize so we can focus on a mission ... whether that mission is here during peace or strikes," Evanko said.

Pointing to Shaffer, Evanko said there has been more than one pilot ask when he can get back to his ops unit.

"I would eagerly take up the chance to leave and help, but with the same eagerness I will remain here and help train the fighter capability," Shaffer said.

"They're proud to serve with folks who are closer to the tip of the sword, we're a little bit back on the blade," said Evanko, who flew the F-16 with the Thunderbirds aerial demonstration team and the A-10, an attack close air support aircraft designed to bomb tanks.

Sheppard's place on the blade is the catalyst that sends pilots to the next step toward the razor-sharp tip to prove their fighter finesse. From Sheppard they head to follow-on training like Seymour Johnson AFB, where Shaffer learned to fly the F15E. During training 20 percent of the training flights

Sheppard AFB, Wichita Falls, Texas
Times Record News, 7 Oct 2001, Page 4A
Email: www.trnonline.com

18

are nighttime employments.

At Sheppard, it starts with four sorties under the stars.

The first is in the T-37 portion of training. "It's their first taste of night flying," said Evanko. Once in the T-38, the undergraduate pilots have to make three night flights, two single-ship sorties and one two-ship sortie.

"This gives them a taste of operations at night, flying off another airplane,"

Evanko said. "They can't see the other plane, they get an awareness of where the limitations are."

Acrobatics and formation maneuvering typical of daytime sorties are not performed during nighttime training. The student pilots are starting out at a basic level, learning pre-flight, how to taxi, fly and land at night. The visual clues — like the horizon — are not there when the sun sets.

They learn how to set up the cockpit. If the lights are too high, they reflect off the canopy and cause a glare. Inside the darkened cockpit, they learn how not to confuse the stars with lights on the ground.

"That's easy to do," Shaffer said.

They also get a lesson or two on how to deal with the disorienting illusions they'll experience at night:

■ **Star Wars Effect** — Very few stars while flying over an area with a lot of lights. The pilot experiences the illusion of being upside down.

■ **Black Hole** — Flying over a starless sky or a lot of cloud cover with very little visibility. It looks like there is no horizon and you're flying into a black hole.

■ **A slanted or curved cloud deck** gives you the illusion of a skewed horizon or a false horizon.

"I was flying over the Florida Keys and the curved lights along the keys gives you a false sense of a horizon and you have to rely on your instruments to keep you oriented," Evanko said.

Relying on the instruments and the technological advances in fighter planes is the key to night flying.

"With sensors on board you can virtually see through the night like it's day with infrared devices or NVGs — night vision goggles," Shaffer said.

A LANTRIN — a low altitude infrared device — allows a pilot to fly at a low altitude at night through the mountains with a computer-generated picture of the actual landscape. The device was first used in the Persian Gulf War.

"You can see the ground in front of you, it's very accurate," Shaffer said. "You can fly the aircraft to 500 feet, you can see your targets and see each other."

Despite the challenges, the illusions and the disorientation, flying at night, Evanko said, is a smoother ride.

"There's nothing more peaceful."

Staff Writer Lynda Stringer can be reached by calling (940) 720-3461 or (800) 627-1646 ext. 461; or by e-mail at stringerl@wtr.com

19

Sheppard AFB, Wichita Falls, Texas
Times Record News, 7 Oct 2001, Page 4A
Email: www.trnonline.com

Sheppard celebrates 60th anniversary

Lynda Stringer
Times Record News

Sixty years and counting.

From Sheppard Field in 1941 to Sheppard Air Force Base in 2001, Wichita Falls' closest ally turns 60 years old this week.

Dusty, yellowed archives of photographs and newspaper clippings depict the base from its earliest days as a training center for first the Army Air Corps, then the U.S. Air Force.

Troops marched in unison in Armed Forces Day parades, filled rows of desks learning the academics of courses such as Morse code and aircraft mechanics, green-around-the-gills kids became flying aces and sweat-shirted trainees ran the obstacle course when Sheppard was a basic training facility.

It's humble beginning goes back to November 1940 when the Air Corps Technical Training Command at Chanute Field, Ill. scouted out Wichita Falls as a possible site to build a technical training school.

Secret negotiations led to a deal between the Army and the Wichita Falls to build the school on 600-plus acres of land surrounding the city's airport — then called Kell Field, according to a history of Sheppard, compiled by Dr. Dwight Tuttle.

Sheppard Field was named after Texas senator Morris Sheppard, who died in April 1941. Construction of the buildings was underway by May 1941 and most of the dormitories were ready by the end of the summer.

The first class of aircraft mechanics cracked the books and got grease under their fingernails by Oct. 13, 1941, and four days later Sheppard Field was officially dedicated. That first class of 210 mechanics graduated in February 1942 during the first few months of America's involvement in World War II.

During the war, Sheppard conducted basic training and taught glider mechanics, B-29 engineers, C-82 transport troops as well as the aircraft mechanics. It also trained advanced pilots, provided liaison training for ground officers and trained helicopter pilots.

Ernest Barrow of Wichita Falls was a drill instructor at Sheppard from 1941 to 1945. He'd been in the Army's 45th Infantry Division until he decided he wanted to be a pilot and was shipped to Sheppard Field in November 1941.

But, his dream of flying ended when he couldn't pass the physical, so he became a basic trainees' worst nightmare: the DL.

"I lectured every day to a

minimum of 150 to 500 recruits," Barrow wrote for the *Times Record News' Sheppard Anniversary Issue*.

Barrow described the training center as barren of trees, shrubs and grass. It also had very few paved streets and sidewalks. Trainees and instructors departed buses at the main gate and had to walk from there.

"We used to go into town and get our shoes shined and when we returned to the base we would take off our shoes and walk barefoot to our barracks through the mud on rainy days or snow, which seemed plentiful that winter," Barrow wrote.

Barrow was put on alert three times during WWII, but was never shipped out. He trained students until he was discharged in 1945 and like many of Sheppard's former members students and instructors made Wichita Falls his home.

One of those is Charles Harper, Wichita Falls' former mayor, architect and disaster expert. Harper wrote of his experience as one of the first

27

Sheppard AFB, Wichita Falls, Texas
Times Record News, 8 Oct 2001, Page 2B
Email: www.trnonline.com

Desert Storm in the '90s.

The 1980s brought the now 20-year-old Euro-NATO Joint Jet Pilot Training program to the 80th Flying Training Wing. The program trains undergraduate and instructor pilots on the T-37, T-38 and AT-38 trainer jets.

Before ENJJPT — starting in 1966 — German air force students trained alongside U.S. student pilots at Sheppard. After the NATO-sponsored program began, it grew to include 13 nations, the second largest in participation being Germany.

Today's aircraft mechanics class is reminiscent of the classes of six decades ago: learning fundamentals of fixing fighters to fortresses.

David Ottman teaches the current class of aircraft mechanics that will go on to fix F-15s and F-16s. Thursday they got a close look at a static B-52 bomber that looms large near Sheppard's aircraft

hangars. The Stratofortress dates back to 1959 and was retired to Sheppard after Desert Storm.

"They're looking at the aircraft and seeing some of the hardware," Ottman said.

"We're learning inspection concepts, technical orders, hardware, all the basics necessary to work on any aircraft," said Airman 1st Class Nicholas Chapman, 18, who is assigned next to Tyndall AFB, Fla. to work on F-15 fighters.

He can't wait to get his hands dirty.

"When you get a break from class and you can see the aircraft and work on it, it means so much to say this is my aircraft," Chapman said.

Even though the students will be fixing the sleeker fighter jets, they were still awed by the behemoth.

"It's the biggest bomber we've got," said Airman 1st Class Charles Mullikin, 18, who's also going to F-15s. "In

Desert Storm when they sent this one in, the enemy retreated. I'm pretty impressed with it."

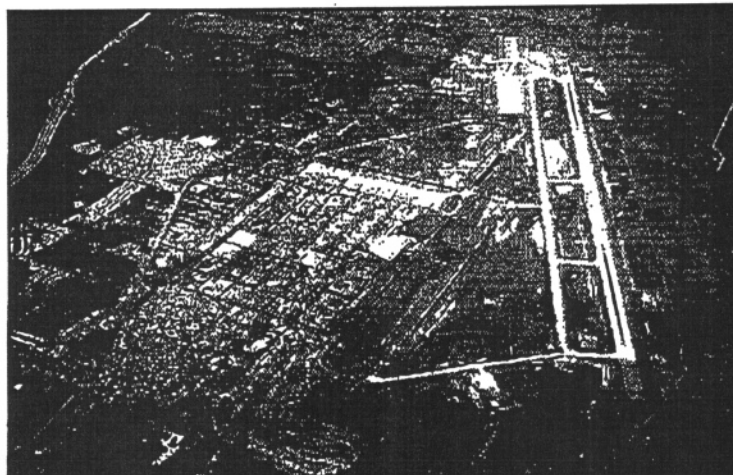
The young airmen still have many weeks ahead of them in training, but they follow in the tradition of those that went before them.

Brig. Gen. Michael Collings, the 82nd Training Wing's commander, said it's a rich heritage the base is celebrating this month.

"The base started training aircraft here in 1941 and we're still training them today, along with a vast array of other technical and healthcare specialties and pilots," Collings said.

The Sheppard of today, he said, pauses to reflect upon the contributions of the countless military members that have passed through its gates.

"We are inspired by their example...we're proud to be the torch bearers of today," Collings said.



File Photo

Sheppard Air Force Base as seen from this 1966 photo.

28

troops to clean up and re-open the base in 1948 with its new name: Sheppard Air Force Base.

With World War II ending, Sheppard Field had served its purpose and was declared surplus to the War Department's needs and deactivated in 1946.

But, Harper and his friends who enlisted from Bonham, Texas, fresh out of basic training at Lackland AFB in San Antonio, literally scrubbed — with a bucket and sponge — the life back into the training base.

"The base was deserted...tumbleweeds had gathered for three years on the west side of each building, the grass, brown from a hot summer without water, was knee-deep everywhere, even in the streets," Harper wrote for the *Sheppard Anniversary Issue*.

"What we saw was a weather-beaten, two-story, wood military barracks...we stacked our duffle bags under the only tree on the site."

The conditions at Sheppard would, of course, significantly improve over the years and today, one of the last vestiges of those early vintage buildings — the Law Center — burned to the ground and a new state-of-the-art Law Complex is under construction on the same site. A new housing area, dormitories and dining facilities are being constructed as well.

There's even a Burger King taking shape on base, a sure sign of the new millennium.

The commissary has also come a long way from its sparse beginnings.

Barrow remembered he and his new bride shopping for groceries and every meal was a surprise.

"The commissary consisted of a butcher shop

and shelves lined with canned goods, most of them unlabeled," he said. "It was fun to open the cans...sometimes it would be fruit when you wanted a vegetable."

Through it all, students — from pilots to medics to crew chiefs — have passed through Sheppard's gates and gone on to serve their country in peacetime and war from World War II in the '40s to Korea in the '50s to Vietnam in the '60s and

SAFB events

(Events not open to the general public)

For info: 676-3866

■ Through Oct. 31 — Historic Display

Community Center, Bldg 420

■ Through Oct. 15 — Birthday Card Display

Community Center

Oct. 12:

■ 8 a.m.

Golf Tournament
Bldg 4490 676-6369

■ 4 p.m.

Retreat, Bldg. 400

■ 4:30 p.m.

Cake Ceremony
Community Center

■ 5 p.m. - 9 p.m.

Burger Burn, Swing Band,

Dog Demonstration Team, Drill Team

\$3.25, free for meal card holders

29